


**MEMORANDUM**

April 28, 2017

TO: County Council

FROM: Josh Hamlin, Legislative Attorney 

SUBJECT: **Introduction:** Bill 14-17, Motor Vehicles and Traffic – Off-Street Parking Regulations – Public Parking Facilities

Bill 14-17, Motor Vehicles and Traffic – Off-Street Parking Regulations – Public Parking Facilities, sponsored by Lead Sponsor Council President Berliner at the request of the County Executive, is scheduled to be introduced on May 2, 2017. A public hearing is tentatively scheduled for June 13 at 1:30 p.m.

Bill 14-17 would increase the amount of time that a person may park a vehicle continuously in an off-street public parking facility from 24 hours to 14 days.

This packet contains:

|                                      | <u>Circle #</u> |
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Bill No. 14-17  
Concerning: Motor Vehicles and Traffic –  
Off-Street Parking Regulations –  
Public Parking Facilities  
Revised: 04/24/2017 Draft No. 1  
Introduced: May 2, 2017  
Expires: November 2, 2018  
Enacted: \_\_\_\_\_  
Executive: \_\_\_\_\_  
Effective: \_\_\_\_\_  
Sunset Date: None  
Ch. \_\_\_\_\_, Laws of Mont. Co. \_\_\_\_\_

## COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

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Lead Sponsor: Council President at the request of the County Executive

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**AN ACT** to:

- (1) increase the amount of time that a person may park a vehicle in an off-street public parking facility; and
- (2) generally amend the law governing parking violations.

By amending

Montgomery County Code  
Chapter 31, Motor Vehicles and Traffic  
Section 31-26

|                                     |  |
|-------------------------------------|--|
| <b>Boldface</b>                     | <i>Heading or defined term.</i>                            |
| <u>Underlining</u>                  | <i>Added to existing law by original bill.</i>             |
| <b>[Single boldface brackets]</b>   | <i>Deleted from existing law by original bill.</i>         |
| <u>Double underlining</u>           | <i>Added by amendment.</i>                                 |
| <b>[[Double boldface brackets]]</b> | <i>Deleted from existing law or the bill by amendment.</i> |
| * * *                               | <i>Existing law unaffected by bill.</i>                    |

*The County Council for Montgomery County, Maryland approves the following Act:*

**Sec. 1. Section 31-26 is amended as follows:**

**31-26. Public parking facilities.**

Except temporarily for the purpose of and while actually engaged in loading or unloading passengers or for emergency repairs when the vehicle cannot be driven, a person must not park any vehicle on a public parking facility:

\* \* \*

(7) for longer than [24 hours, except when otherwise authorized by Executive order] 14 consecutive days in surface parking lots or garages, except when otherwise authorized by Executive order;

\* \* \*

*Approved:*

\_\_\_\_\_  
Roger Berliner, President, County Council

\_\_\_\_\_  
Date

*Approved:*

\_\_\_\_\_  
Isiah Leggett, County Executive

\_\_\_\_\_  
Date

*This is a correct copy of Council action.*

\_\_\_\_\_  
Linda M. Lauer, Clerk of the Council

\_\_\_\_\_  
Date

## LEGISLATIVE REQUEST REPORT

Bill 14-17

*Motor Vehicles and Traffic – Off-Street Parking Regulations – Public Parking Facilities*

|   |   |
|---|---|
| <b>DESCRIPTION:</b>                       | The bill increases the time a vehicle is permitted to continuously park in an off-street public parking facility from 24 hours to 14 days.  |
| <b>PROBLEM:</b>                           | The county's current policy of prohibiting users from parking for more than 24 hours in public off-street facilities does not align with the needs of the county's burgeoning urban population. |
| <b>GOALS AND OBJECTIVES:</b>              | To streamline work flow processes and support the county's increasing downtown population with flexible parking options.  |
| <b>COORDINATION:</b>                      | Department of Transportation  |
| <b>FISCAL IMPACT:</b>                     | None; parking rates will remain unchanged   |
| <b>ECONOMIC IMPACT:</b>                   | To be requested.  |
| <b>EVALUATION:</b>                        | To be requested.  |
| <b>EXPERIENCE ELSEWHERE:</b>              | N/A   |
| <b>SOURCE OF INFORMATION:</b>             | Division of Parking Management  |
| <b>APPLICATION WITHIN MUNICIPALITIES:</b> | To be researched.   |
| <b>PENALTIES:</b>                         | \$60 (per Resolution No. 18-547)  |

Bill




OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

## MEMORANDUM

April 10, 2017

TO: Roger Berliner, Council President

FROM: Isiah Leggett, County Executive 

RE: Amendments to County Code **Chapter 60** to Consolidate Montgomery Hills PLD and Silver Spring PLD into a single district and to **Chapter 31** to increase the continuous time a vehicle may park in an off-street facility

I request that you introduce the attached Chapter 60 and Chapter 31 Amendments. Both bills will be effective July 1, 2017. The Chapter 60 Amendment merges the Montgomery Hills PLD with the Silver Spring PLD. The Chapter 31 Amendment increases the time a vehicle is permitted to continuously park in an off-street public parking facility from 24 hours to 14 days.

The Amendment to Chapter 60 will create a unified district. The county proposes to consolidate the Montgomery Hills PLD into the Silver Spring PLD. The Silver Spring PLD boundaries will be extended to encompass the existing Montgomery Hills PLD. The Montgomery Hills PLD is a low supply, low demand district and this consideration simplifies budgetary, policy, recordkeeping and public information matters. A resolution will be sought to provide that this unification will not impact the different pricing rates in the districts.

The Amendment to Chapter 31 will accommodate the growth of mixed-use activity centers in the PLDs. The county proposes permitting vehicles to continuously park in off-street public parking facilities for a maximum of 14 days. This change will align with existing conditions and thus ensure the increasing number of urban residents and their visitors will be allowed to park uninterrupted for an extended period of time, unless signed otherwise.

### Attachments

1. Chapter 60 amendment
2. Chapter 31-26 amendment

cc: Al Roshdieh, Department of Transportation  
Jose Thommana, Division of Parking Management

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**Fiscal Impact Statement**  
**Bill XX-17 – Transportation (Parking) - Amendments to County Code Chapter 31**

**1. Legislative Summary**

This bill would increase the time a vehicle is permitted to continuously park in an off-street PLD owned parking facility from 24 hours to 14 days. This change is proposed to accommodate the needs of customers, which are trending more towards mixed-use customers from a commercially-dominated user base. This proposed legislation would provide flexibility for longer lengths of stay.

**2. An estimate of changes in County revenues and expenditures regardless of whether the revenues or expenditures are assumed in the recommended or approved budget. Includes source of information, assumptions, and methodologies used.**

This bill does not change the parking rates for parking, creating no change to the revenues or expenditures. There is no projected impact to utilization of parking facilities.

**3. Revenue and expenditure estimates covering at least the next 6 fiscal years.**

As per the response to #2, there is no projected impact over the next 6 fiscal years.

**4. An actuarial analysis through the entire amortization period for each bill that would affect retiree pension or group insurance costs.**

Not applicable.

**5. An estimate of expenditures related to County's information technology (IT) systems, including Enterprise Resource Planning (ERP) systems.**

Not applicable.

**6. Later actions that may affect future revenue and expenditures if the bill authorizes future spending.**

Not applicable.

**7. An estimate of the staff time needed to implement the bill.**

Not applicable.

- 8. An explanation of how the addition of new staff responsibilities would affect other duties.**

Not applicable.

- 9. An estimate of costs when an additional appropriation is needed.**

No additional appropriation is needed.

- 10. A description of any variable that could affect revenue and cost estimates.**

Not applicable.

- 11. Ranges of revenue or expenditures that are uncertain or difficult to project.**

Not applicable.

- 12. If a bill is likely to have no fiscal impact, why that is the case.**

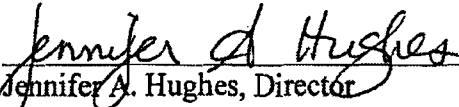
This bill is likely to have no fiscal impact as it does not change the parking rates, and makes no adjustments to staffing or other expenditures.

- 13. Other fiscal impacts or comments.**

Not applicable.

- 14. The following contributed to and concurred with this analysis:**

Corey Orlosky, Office of Management and Budget  
Jeremy Souders, MCDOT, Division of Parking Management  
Jose Thommana, MCDOT, Division of Parking Management

  
Jennifer A. Hughes, Director  
Office of Management and Budget

4/10/17  
Date

**Economic Impact Statement**  
**Bill xx-17 Transportation (Parking) - Amendments to County Code Chapter 31**

**Background:**

This bill would increase the time a vehicle is permitted to continuously park in an off-street Parking Lot District (PLD) owned parking facility from 24 hours to 14 days. This change is proposed to accommodate the needs of customers, which are trending more towards mixed-use customers from a commercially-dominated user base. This proposed legislation would provide flexibility for longer lengths of stay.

**1. The sources of information, assumptions, and methodologies used.**

This legislation does not have an economic impact since it does not change the parking rates or anticipated utilization rates for properties associated with the PLDs, creating no change to the revenues assumed in the County Executive's FY18 recommended budget.

**2. A description of any variable that could affect the economic impact estimates.**

This legislation does not have an economic impact.

**3. The Bill's positive or negative effect, if any on employment, spending, savings, investment, incomes, and property values in the County.**

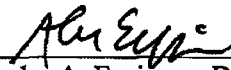
Please see the answer to question 1.

**4. If a Bill is likely to have no economic impact, why is that the case?**

Please see the answer to question 1.

**5. The following contributed to or concurred with this analysis:**

David Platt, Dennis Hetman, and Robert Hagedoorn, Finance.

  
\_\_\_\_\_  
Alexandre A. Espinosa, Director  
Department of Finance

4/7/2017  
Date